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Now, although springs, such as those applied to coaches, cannot be usefully employed for heavy waggons, yet the timber of a waggon may be so adjusted as to yield to sudden shocks on rough roads or pavement.

Whoever observes the hinder part of a loaded waggon in motion, will perceive that the part of the body which projects beyond the hinder axle-tree, has a vibrating motion that eases the draft, and preserves what is carried in that part of the waggon from being so much shaken as what is placed over the axle-trees, or over the more unbending parts of the machine.

Indeed, whoever considers the subject even in a popular manner, must perceive, that the springs ease the horses as well as the rider; for, whatever jolting motion the latter receives, is communicated by the rising or falling of the carriage going over obstacles; the force of the horses alone produces this motion, and whatever lessens it lightens the horse's labour.

If sixteen people outside and inside of a stage coach are jolted upward even one-third of an inch in travelling one yard, it will require a constant force of twenty pounds to communicate so much motion to the carriage. The whole friction of the axle-trees does not obstruct the motion of the carriage much more than this slight vibration.

Now the springs commonly used diminish the resistance occasioned by such jolts above half, so that they are as advantageous as any contrivance that would lessen the friction of the boxes upon the axle-tree in proportion of two to one.

For the Belfast Monthly Magazine.

Third Report of the Committee appointed to take into consideration the Acts now in force regarding the use of Broad Wheels, &c.

(Continued from p. 193, No. XX.)

REGULATIONS REGARDING TURNPIKE TRUSTS.

1. *Resolved*, **T**HAT it is the opinion of this committee, that there be held in each

turnpike trust one general annual meeting of the trustees at the most convenient place, as near the centre of the said turnpike respectively as may be, in the months of September or October, for the purpose of examining and settling the accounts of the treasurers, clerks, surveyors and collectors, the appointments of new surveyors, and the necessary officers where vacancies have occurred, making contracts for letting tolls, repairing the roads, &c.

2. *Resolved*, That it is the opinion of this committee, that at the first meetings under the proposed act, two trustees be appointed in each trust by the majority then present, to examine the accounts and vouchers of the respective trusts, preparatory to their being laid before the trustees at the next annual meeting. That two trustees be constantly named for the like purpose at every subsequent annual meeting. That all officers be compelled to exhibit their accounts to the trustees so named, whenever called upon for examination. That no account be passed which shall not have been previously audited and signed by the trustees so appointed.

3. *Resolved*, That it is the opinion of this committee, that notice of such general annual meetings be given in the county paper, or in the paper in the most general circulation in the county, or in the gazette, for the neighbourhood of London, for three successive weeks before the holding of such meetings.

4. *Resolved*, That it is the opinion of this committee, that the trustees of every turnpike road shall be bound to exercise their trust impartially over the whole extent of road committed to their care, to keep so far as is practicable every part in an equal state of repair, and to apportion their net income according to an equal or an equitable distribution to every parish or district within their trust, according to the number of miles of turnpike within each district or parish. In cases where special reasons exist for allotting a greater proportion of their funds to any particular portion of road, or to any particular object of improvement, such reasons to be fully and distinctly entered in

the minutes of the proceedings of the trust; such minutes, together with the accounts, to be submitted to the examiners of the accounts, and open to public inspection, as well on the day of settling the said accounts as on any other day, on twenty four hours notice being given to produce them to the officer keeping the same, by any person contributing in any manner towards the maintenance of the said roads.

5. *Resolved*, That it is the opinion of this committee, that the hours of business at turnpike meetings be limited to be from 10 to 4.

No. 8.

General Regulations.

1. *Resolved*, That it is the opinion of this committee, that the names and places of abode, of the owners of all carts and waggons, with the weights and quantities they are allowed to carry, be inscribed in legible Roman characters, a certain number of inches in length, on the off, or on both sides of such carts and waggons.

2. *Resolved*, That it is the opinion of this committee, that mile-posts be set up either on the banks adjoining to the turnpike roads, or by the side of the roads, of such convenient height as that the distance to the next post towns be distinctly engraven and painted on such part thereof as shall be six feet high at the least above the centre of the road; the most conspicuous situations to be chosen for fixing the said mile-posts, which are in all possible cases to be placed on the same side of the road.

3. *Resolved*, That it is the opinion of this committee, that direction posts inscribed on both sides be set up where necessary, particularly at the separation of all highways leading from one parish into an adjoining parish.

4. *Resolved*, That it is the opinion of this committee, that the names of villages and towns be inscribed in legible characters at the entrance of such villages and towns, on all highways passing into or through the same.

5. *Resolved*, That it is the opinion of this committee, that all such inscriptions on waggons and carts, mile-

posts, direction-posts, villages and towns, be renewed when necessary, under adequate penalties.

6. *Resolved*, That it is the opinion of this committee, that the toll collectors' names shall be written or printed on the toll tickets.

7. *Resolved*, That is the opinion of this committee that every turnpike bill for making a new, or continuing an old turnpike road, do contain a provision for making a foot-path parallel to the road, of from four to six feet wide, independent of the space allotted to the turnpike; the breadth of such turnpike, including the space allotted to the foot path, to be regulated by the principle laid down in the first resolution under head 4, so that the breadth of such turnpike, including the space allotted to the foot paths, be not less than is thereby required, according to their respective distances from the metropolis.

8. *Resolved*, That it is the opinion of this committee, that magistrates assembled in quarter sessions be empowered in the meantime to take the necessary measures for gradually providing convenient foot paths where required for the accommodation of the foot passenger, either by the side of any existing turnpike road, or of any highway where they shall judge the same to be necessary, so that for this purpose they do not exceed the limitation prescribed by the first resolution of head 4, in the case of roads leading directly to London, nor make it necessary to widen any turnpike road, or highway beyond the distance of 200 miles from London, or not leading directly to London within that distance, beyond the breadth of 30 feet.

9. *Resolved*, That it is the opinion of this committee that whenever it is proposed to divert or stop up any existing highway or foot-path or path through any field or inclosure, notice of one month be previously given to the public; such notice not to prevent the order from being made, but to be proved, and the reasons for such diversion or stopping up to be submitted, to the magistrates, and approved, before the order be confirmed.

10. *Resolved*, That it is the opinion of this committee, that persons maliciously breaking down, defacing, &c. any bridge, or parapet, or coping of any fence alongside of the road, finger or guide post, mile-post, or inscription, or any other public property having relation to the highways of the kingdom, riding on the foot-paths, willfully or negligently leaving heaps of broken or unbroken stones on the highway, leaving large single stones, or scattering small stones over the surface of the road to the endangering the lives of travellers, after regular notice to desist from such practice, or in any other manner offending against the provisions of the highway or turnpike laws, should be liable to the special penalties provided in each case, or where no penalties are provided, to penalties not exceeding £10, nor less than 5s. at the discretion of the magistrates before whom they shall be summoned.

11. *Resolved*, That it is the opinion of this committee, that a clause be inserted, to prevent stallions from covering near the highways, or being shown on a Sunday.

12. *Resolved*, That it is the opinion of this committee, that in cases where in the general turnpike act and any particular turnpike act appear contradictory, the general turnpike act should govern, unless where there is any special provision in the particular act repealing or varying the general act.

13. *Resolved*, That it is the opinion of this committee, that a plan and section of the intended road do accompany each petition for a new turnpike road, and that such plan do show distinctly the situations where turnpike gates are intended to be placed, and the tolls proposed to be taken at each, and do contain an accurate measure of distances.

14. *Resolved*, That it is the opinion of this committee, that each turnpike bill do contain a clause providing for the redemption of all monies to be borrowed for the execution of the purposes of the act.

15. *Resolved*, That it is the opinion of this committee, that in the case of any presentment or indictment of any highway being a turnpike road, the said presentment or indictment

should be preferred against the treasurer of such trust, instead of the parish through which such roads may run.

16. *Resolved*, That it is the opinion of this committee, that in cases of indictment, the parties to blame shall pay all costs and charges out of pocket.

17. *Resolved*, That it is the opinion of this committee, that the jurisdiction of magistrates as to local management and superintendence of the highways be limited to the division or divisions in which they are accustomed to act, but that the magistrates acting for any county immediately adjoining that in which any offence against the highway laws may have been committed, shall be empowered to act upon information or upon their own view, in enforcing the law in cases where immediate interference may be necessary.

18. *Resolved*, That it is the opinion of this committee, that all penalties not specially appropriated should go to the amendment of the highways of the parish, or to the turnpike where the offence has been committed.

CHARTER OF CARRICKFERGUS.

JAMES, by the grace of God, of England, Scotland, France and Ireland, king, defender of the faith, &c. To all to whom these our present letters shall come greeting, whereas our most loving sister Elizabeth, late of England, France and Ireland, queen by her charter under the great seal of Ireland, bearing date at Dublin the 20th day of March, in the 11th year of her reign, did give and grant for her, her heirs and successors, unto the mayor, sheriffs, burgesses and commonalty of the town of Carrickfergus in the county and town of Knockfergus, in our province of Ulster, and to their successors for ever, many privileges, liberties, franchises, markets, fairs, jurisdictions, forfeitures, customs, profits, commodities, cognizance of pleas, immunities, grants, and other benefits and hereditaments, as by the said letters, patent in the rolls of the chancery of our realm of Ireland, enrolled and therein recorded, remaining more plainly, doth and may appear;